



*Eisenhower Avenue-to-Duke Street Connector Study*

# Eisenhower Avenue Connector Study

22 May, 2002

City of Alexandria



## Background

1970's – Eisenhower Valley Potential Understood

1980's – Improved Flood Control and infrastructure

1990's – Phase I Interchange with I-395



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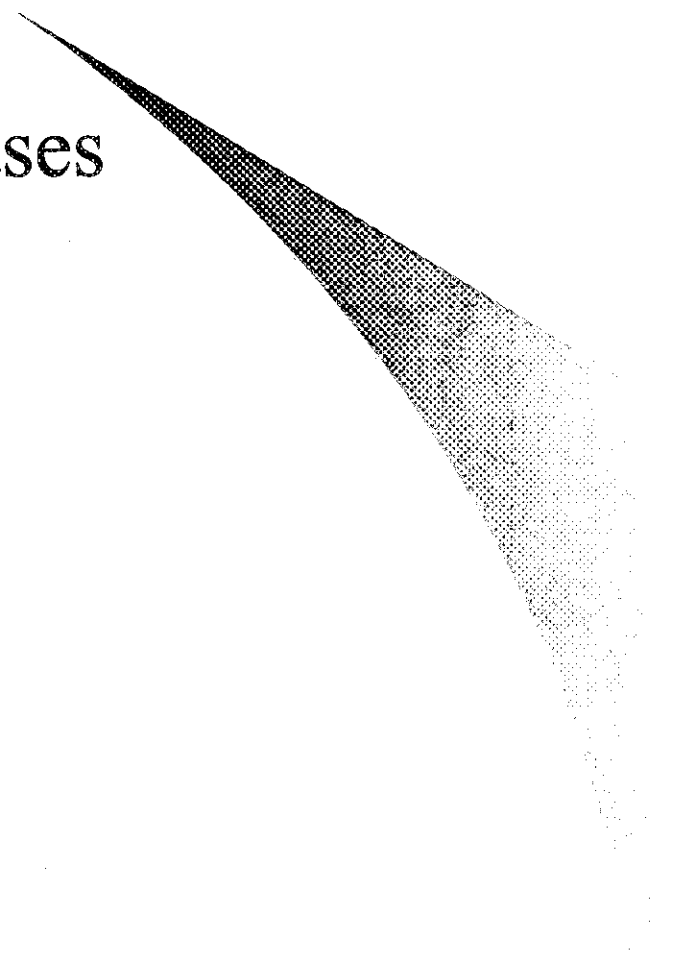
# Why Study a Connector?

General Population Increases

Traffic Increases

Support Growth

Improve Connectivity

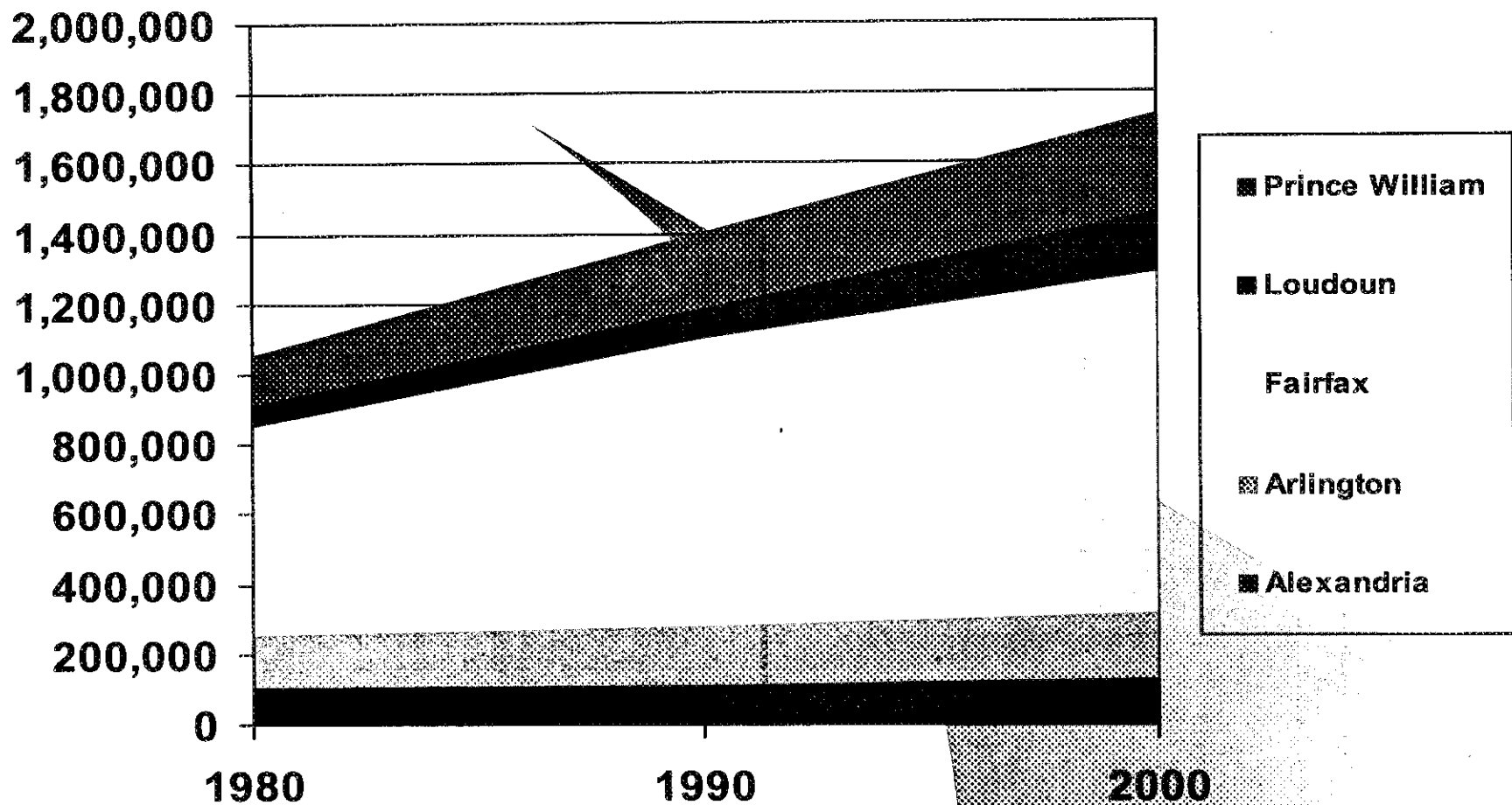




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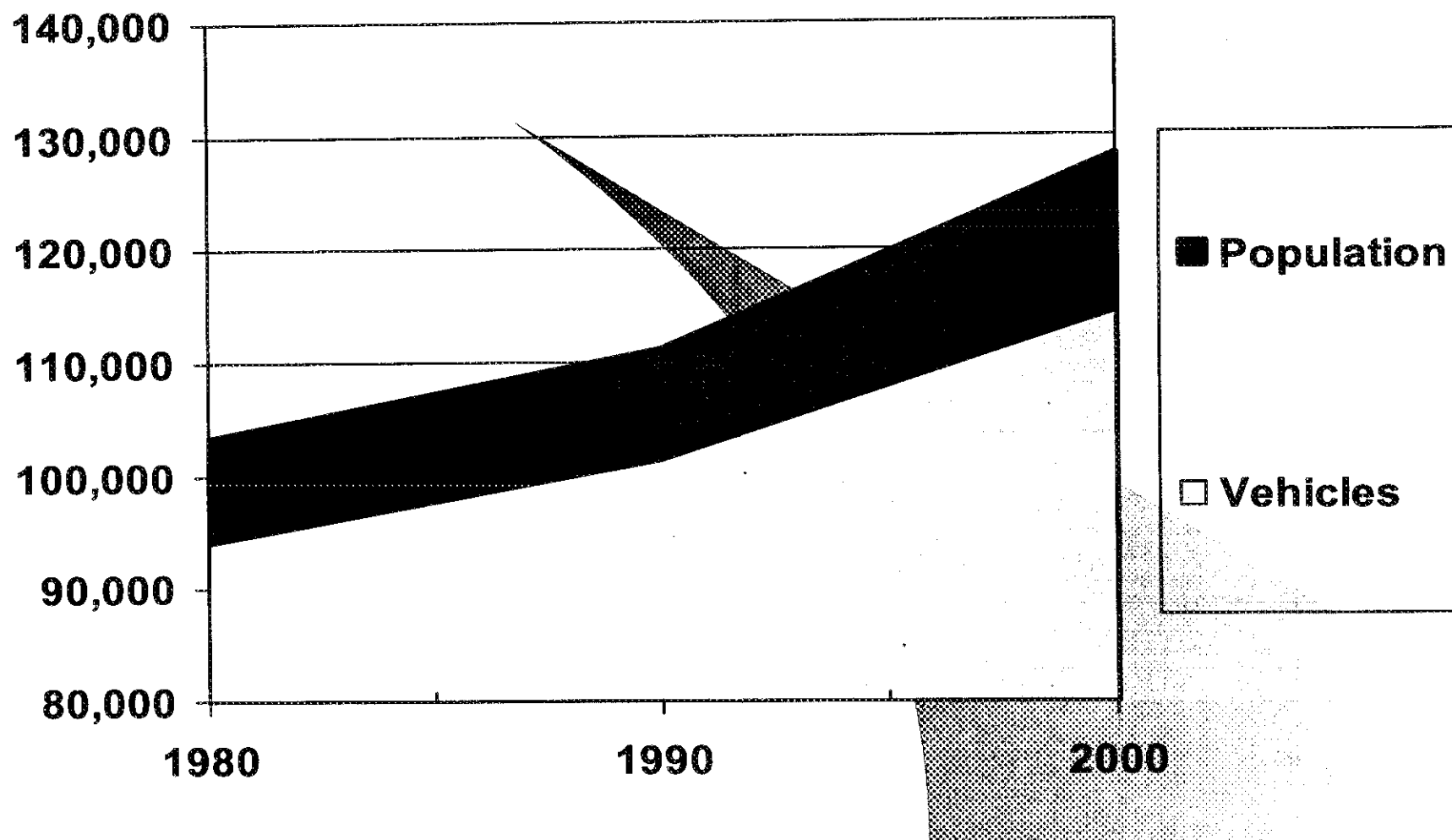
# Population Growth

Total for Northern Virginia





## Population & Vehicle Growth City of Alexandria





# Growth in Per Capita Trips

## Local Person Trips (per capita, one way)

- 1977 – 2.9 Trips
- 1990 – 3.8 Trips
- 1995 – 4.3 Trips

## Local Person Miles (per capita – annually)

- 1977 – 9,470 Miles
- 1995 – 14,115 Miles

– Source: Nationwide Personal Transportation Survey



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# Why Study a Connector?

Traffic Increases





## Traffic Increases

- Traffic is projected to increase:
  - 43% on Van Dorn
  - 23% on Duke Street
  - 62% on Telegraph
  - 173% on Eisenhower





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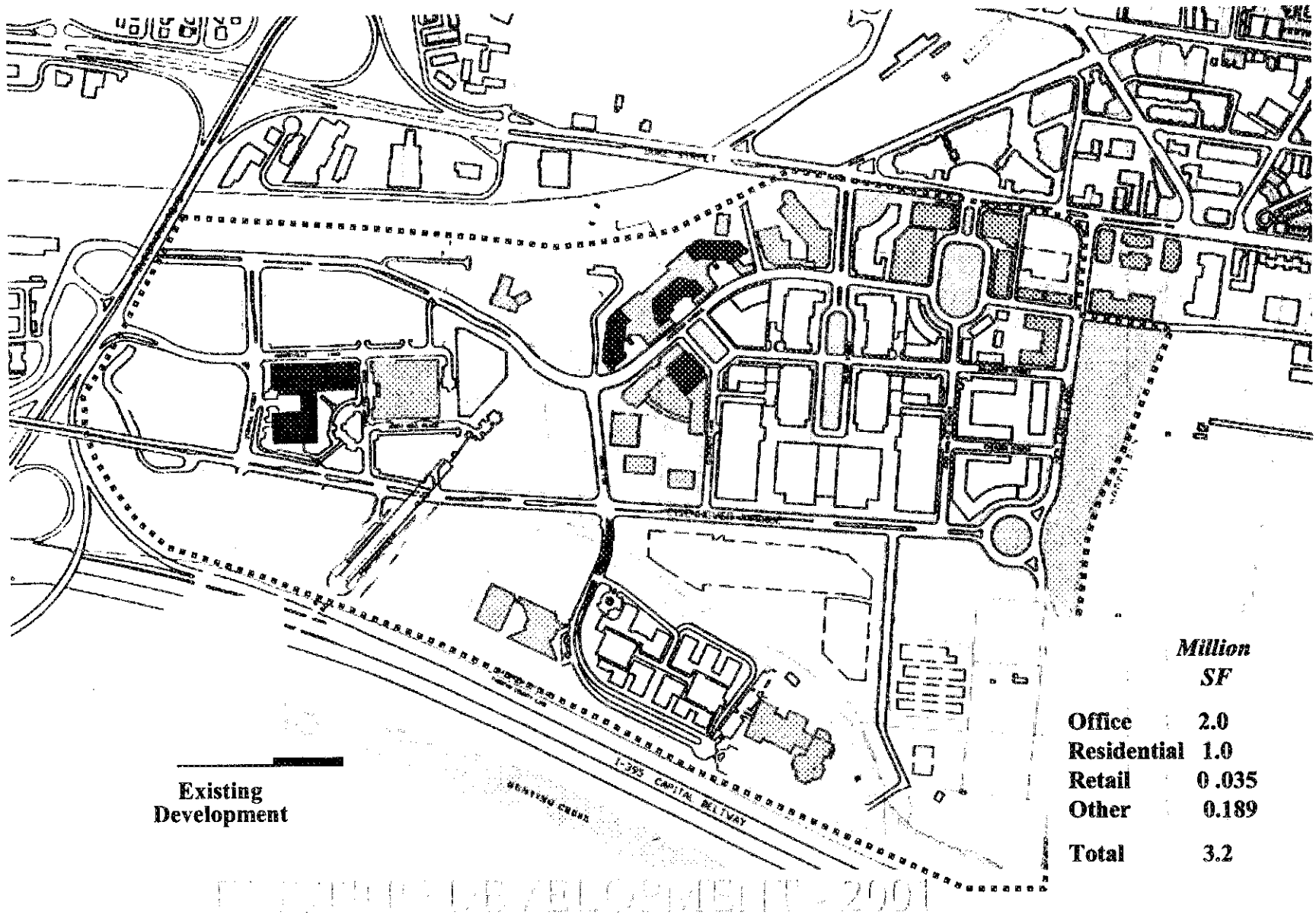
# Why Study a Connector?

Support Growth

A large, stylized, shaded arrow pointing downwards and to the right, originating from the text 'Support Growth'.

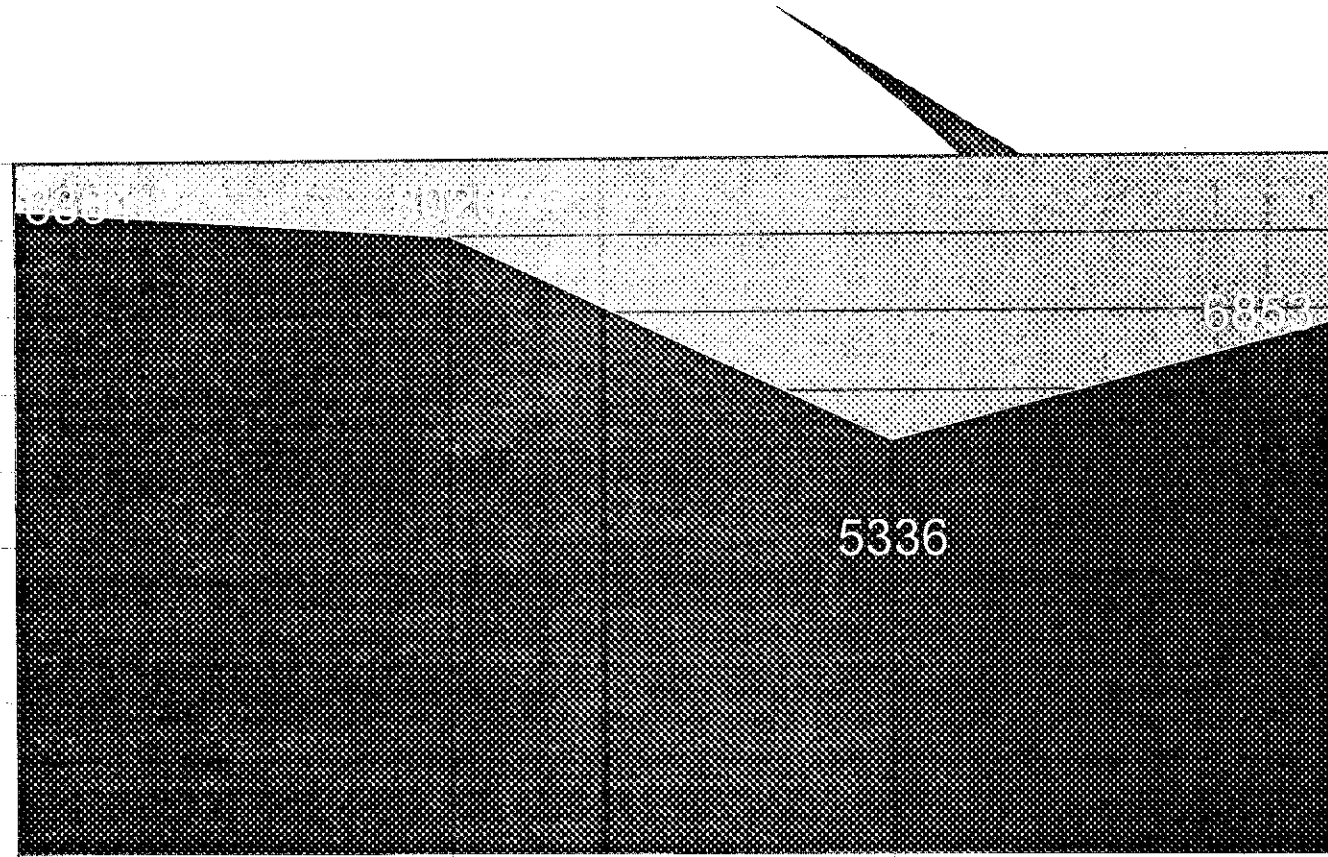


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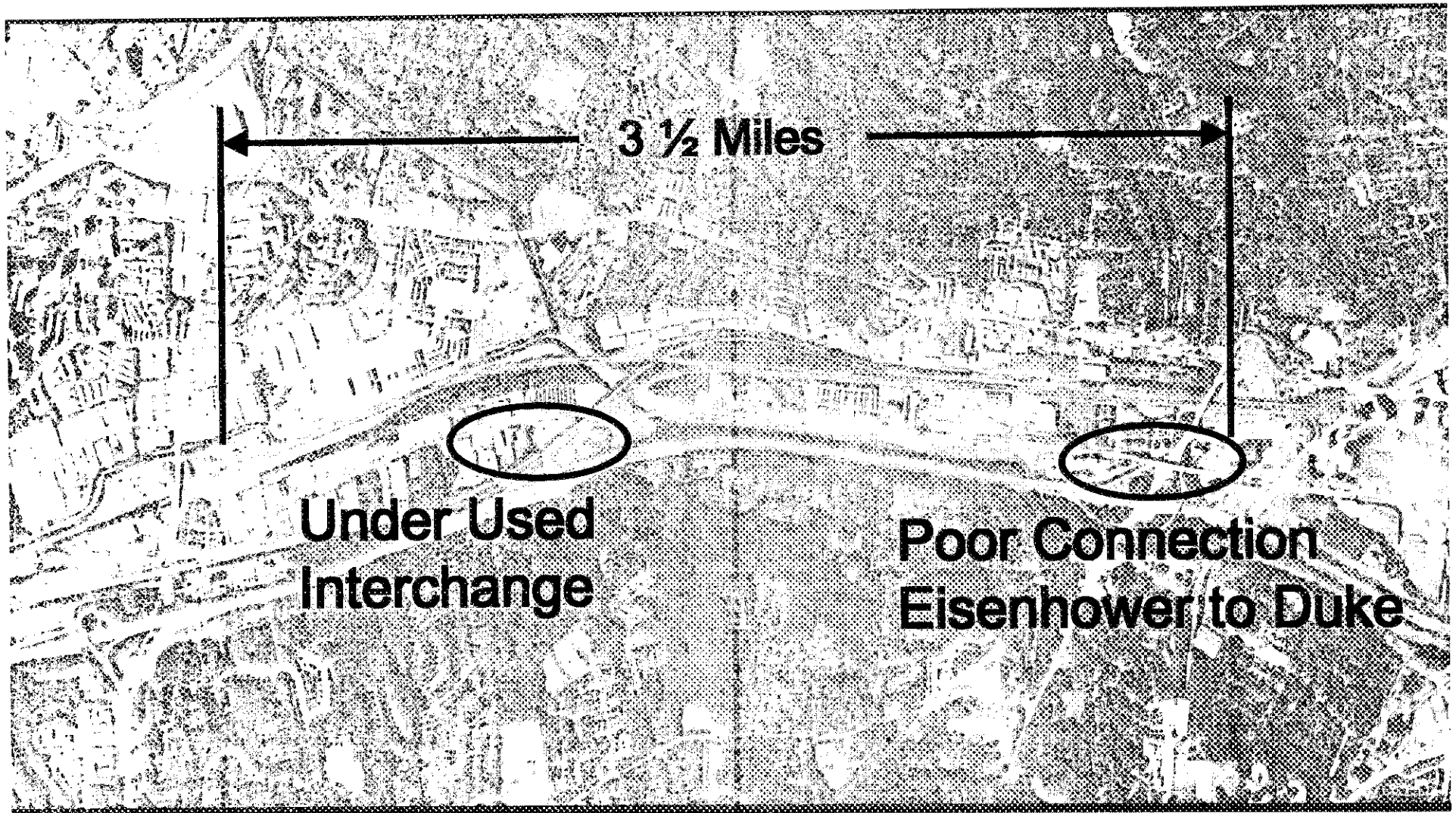


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# Study Background

Council Resolution

Nine member Task Force

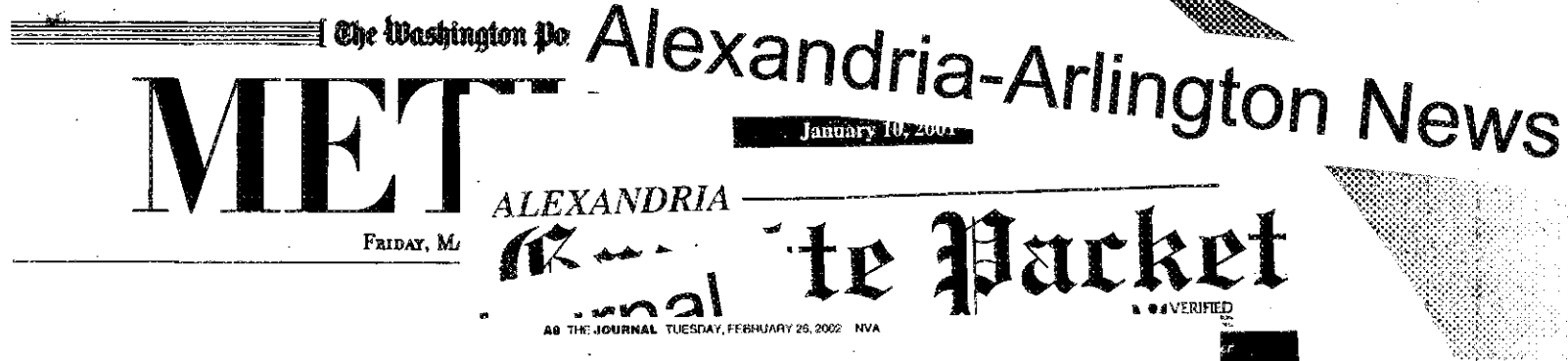
Purpose: Determine optimal solution

- Include “No Build”
- Consider Neighborhood and Environmental Impacts



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# The Study: Public Interaction



## Connector project to get public unveiling

Alexandria's Duke Street-Eisenhower Avenue link may be more than decade off

By TRIGIE EALEY  
Journal staff writer



the remaining section  
to Duke Street. Though  
opened the Eisenhower

neighborhoods along Duke  
Street and Quaker Lane have

WOW

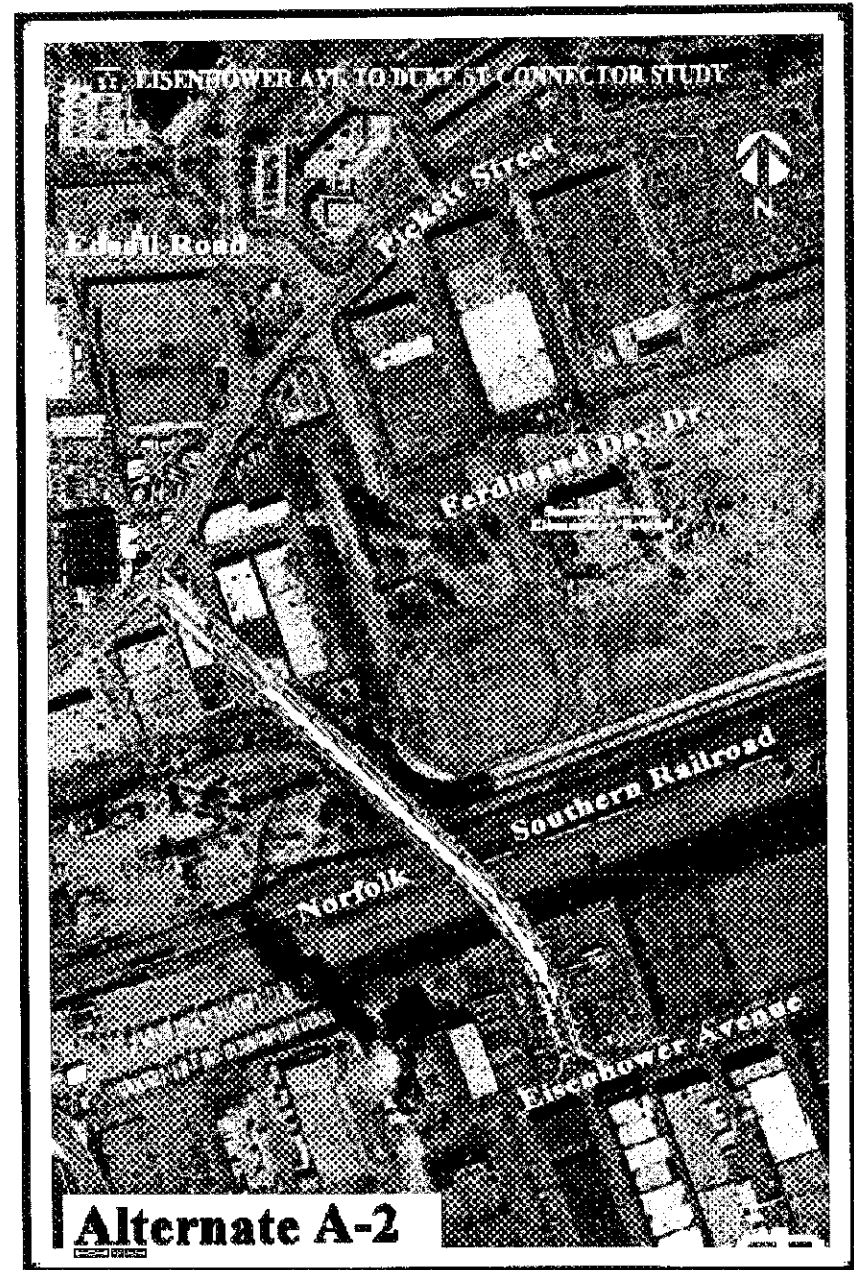
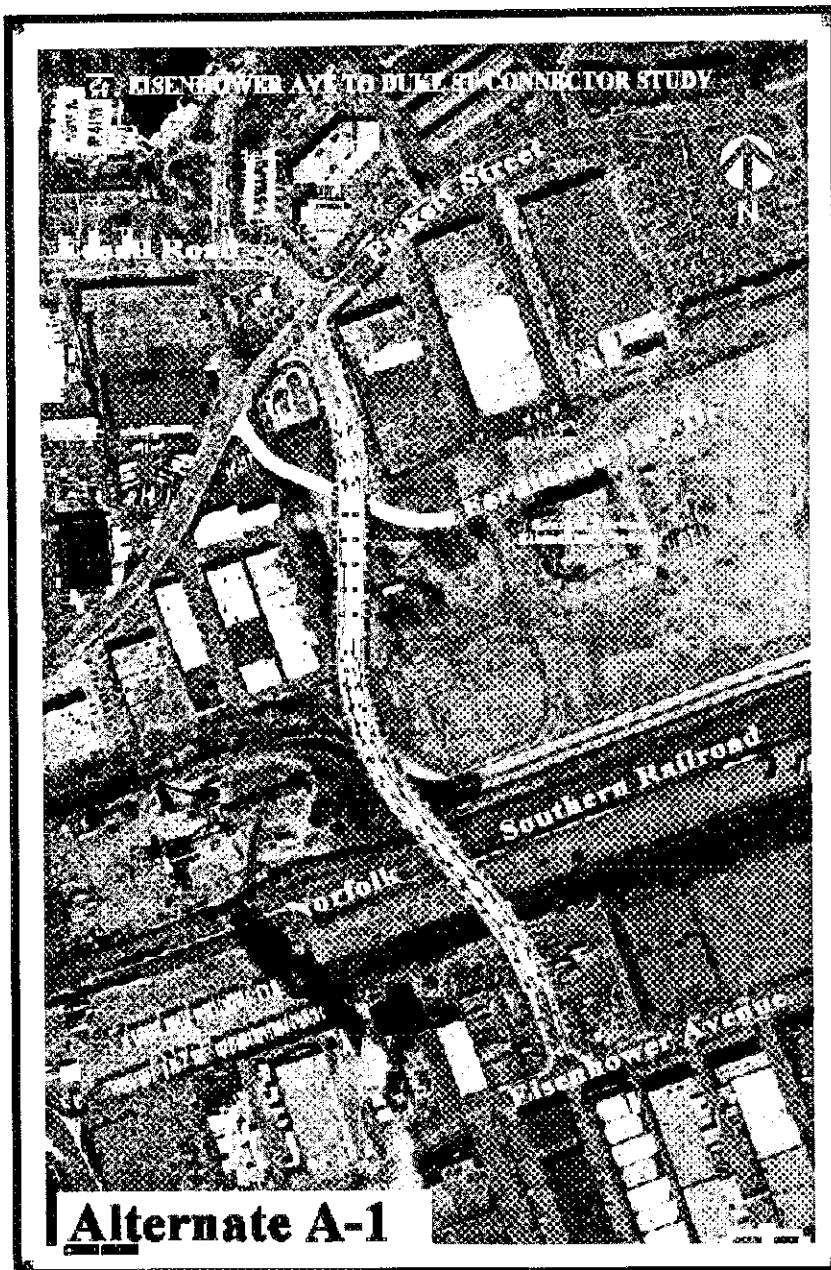


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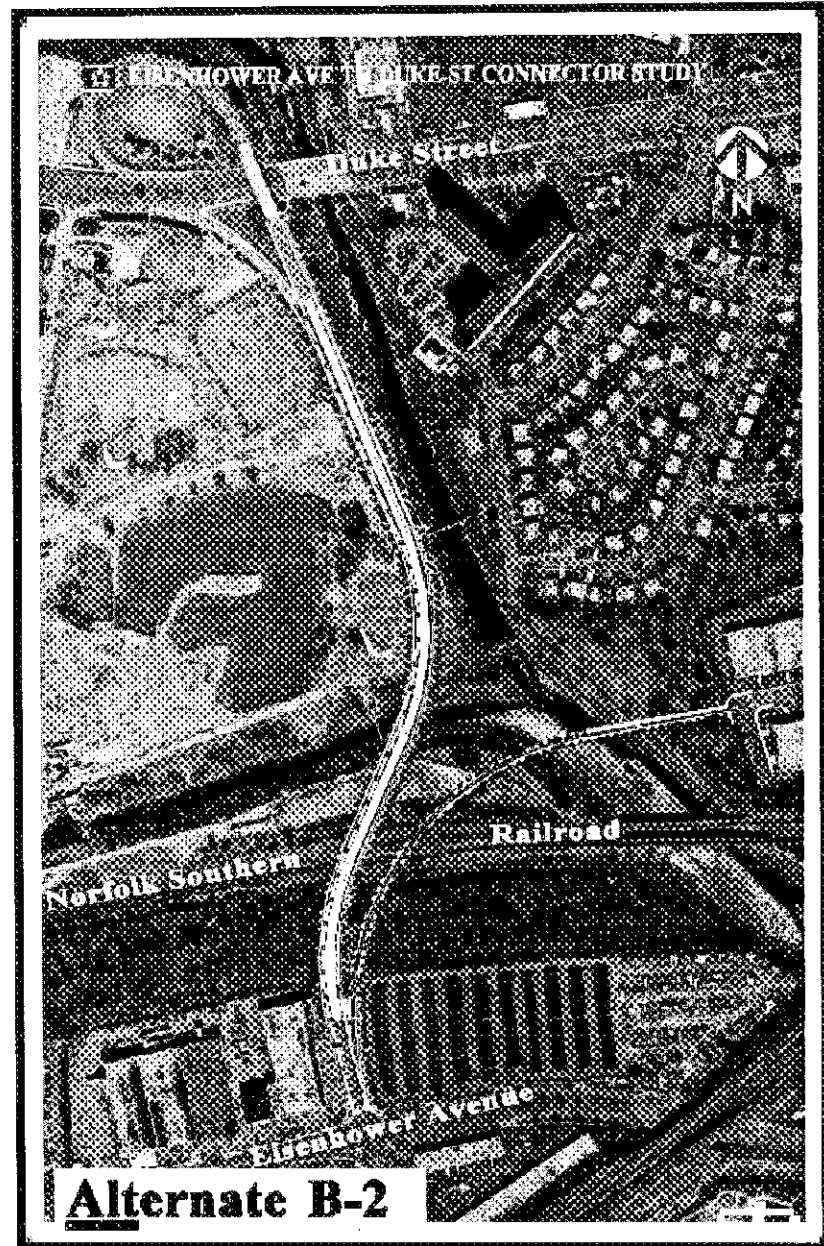
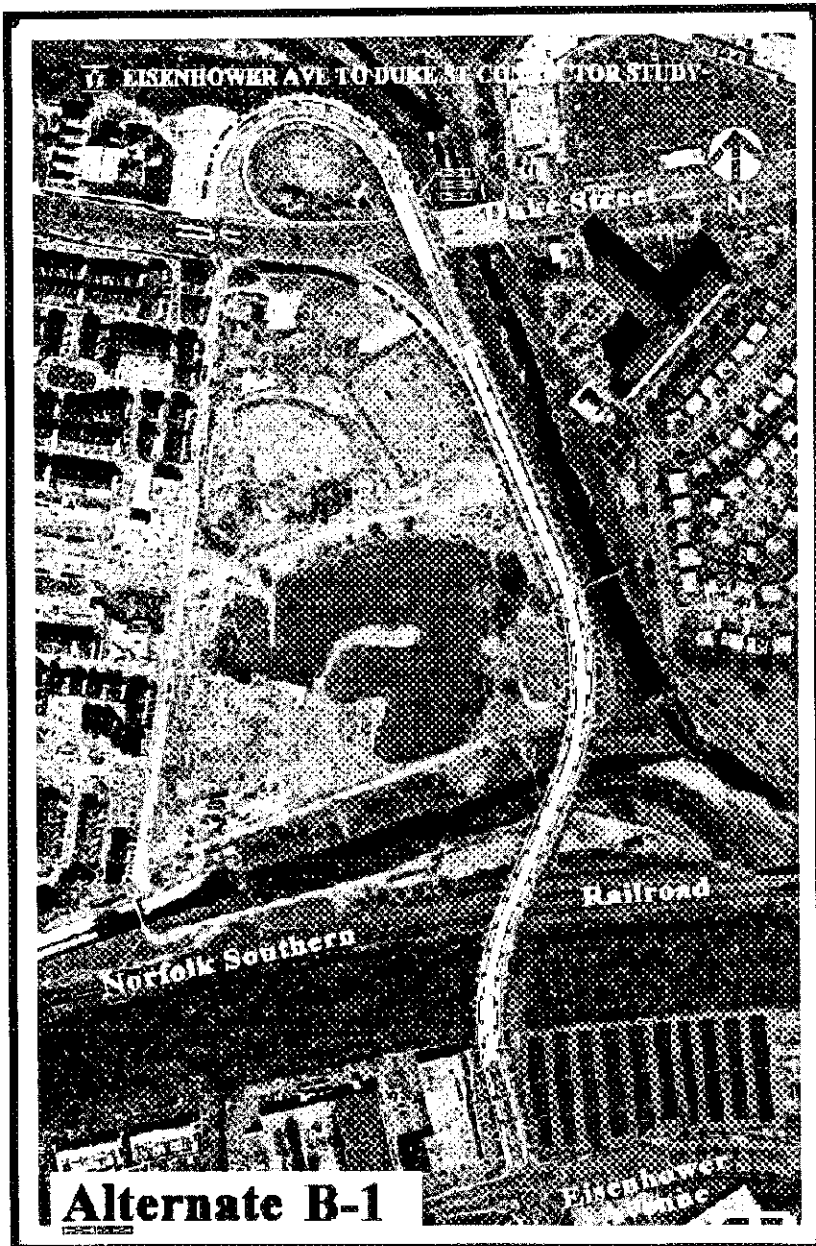
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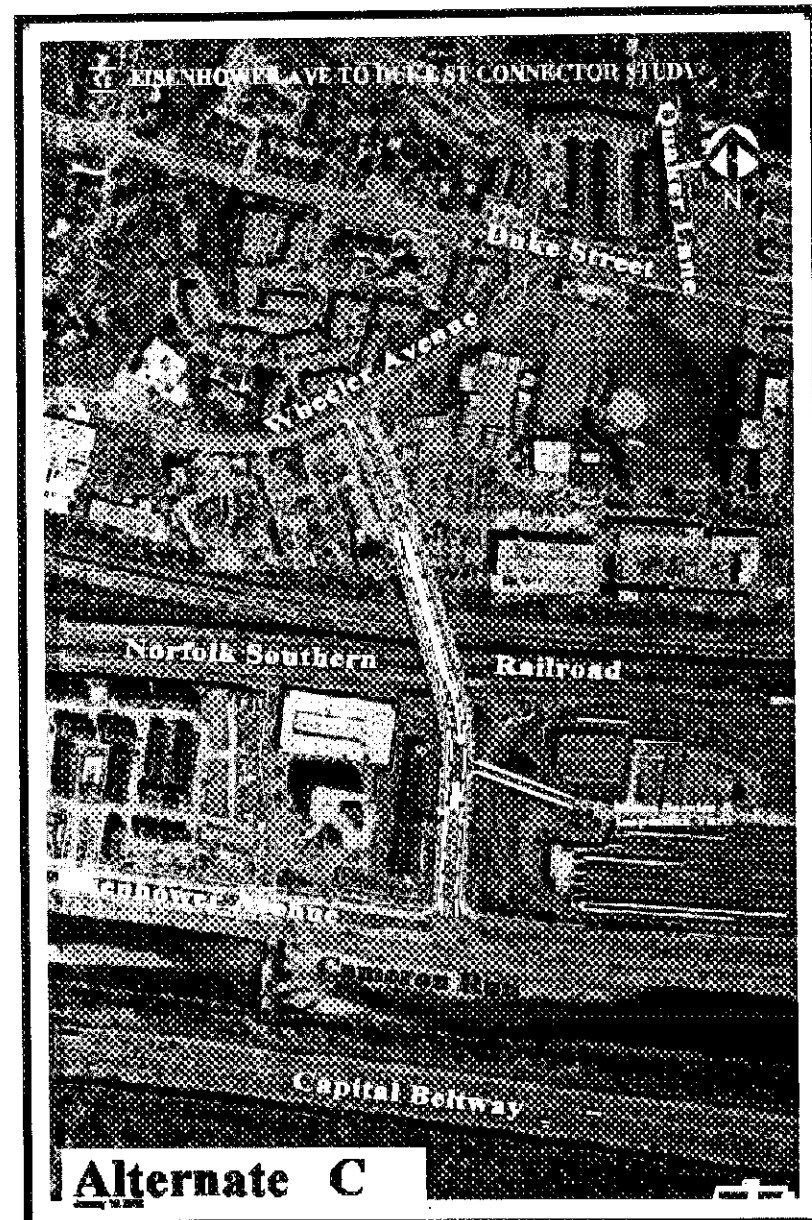
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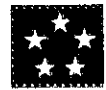




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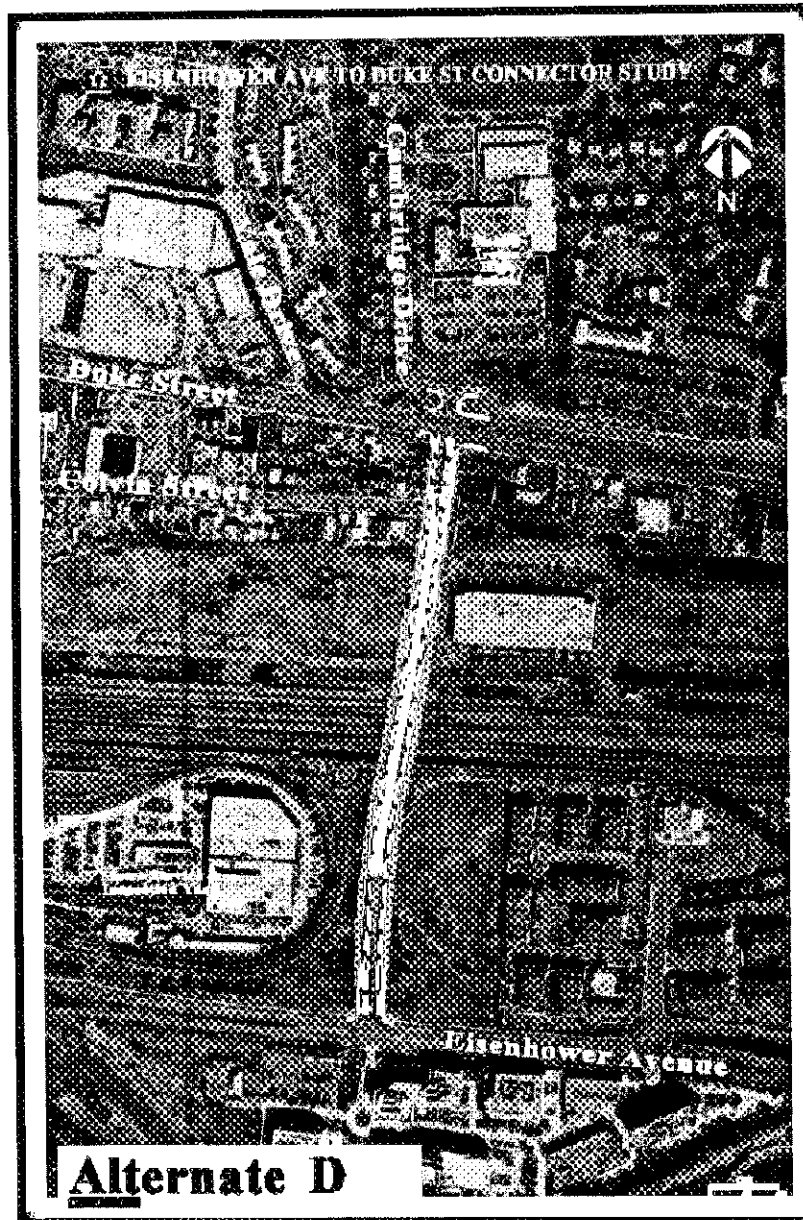
# Alternate C





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# Alternate D

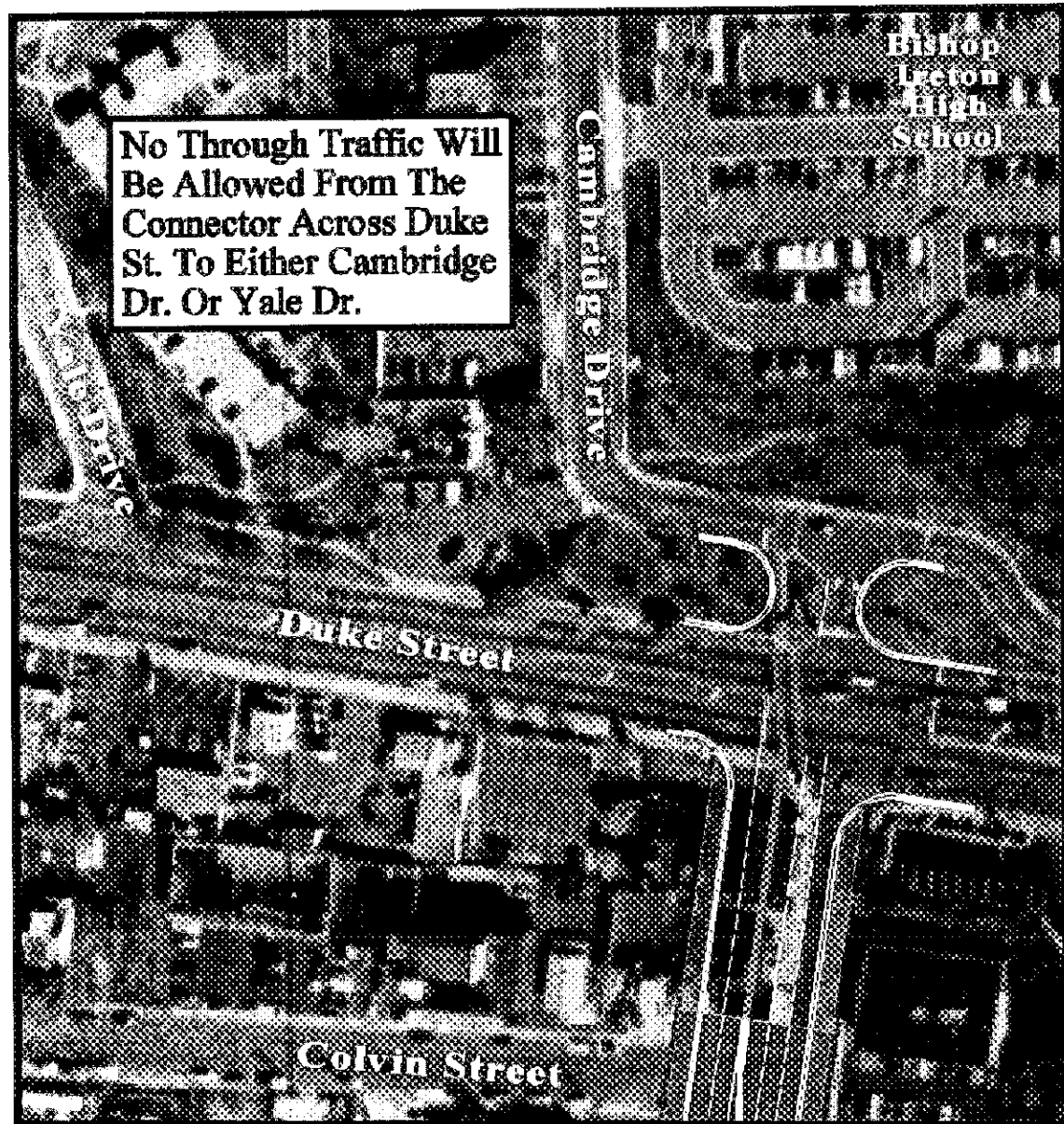


**Alternate D**



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# Alternate D





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# Improvements on Existing Roadway

- Improvements at Eisenhower and Van Dorn
- Flyover at Van Dorn and Pickett
- Urban Interchange at Edsall Road and Van Dorn
- Additional lane on Duke Street eastbound from Quaker to Telegraph
- Additional lane on Telegraph southbound from Duke Street to I-95



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# Pro & Cons A Alternates

## Pro:

- A2 no Park Impact
- Improves Van Dorn operation

## Con:

- Business Impact
- Does little for overall traffic efficiency



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# Pro & Cons B Alternates

## Pro:

- Best Traffic Service
- Interchange to Interchange

## Con:

- Park Impact
- Visual and Noise impacts to neighborhoods



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# Pro & Cons Alternate C

## Pro:

- Good Traffic Service
- Low Cost, low impact

## Con:

- Traffic Operation at Quaker / Wheeler
- Potential Impacts to Neighborhoods





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# Pro & Cons Alternate D

## Pro:

- Provides valuable Duke to Eisenhower connection
- Supports high density development

## Con:

- Neighborhood Impacts
- Removed from Claremont Interchange



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# Pro & Cons

## On Existing Alignment

### Pro:

- No Park Impact
- Improves service at the most congested intersections.

### Con:

- Large cost and impacts
- Congestion during construction



# Current Study Status

Task Force presented interim recommendations.

Council directed:

- More detailed study of neighborhood impacts
- More details “On Existing Alignment”
- 5 new Task Force Members
- Decision based on objective facts



## Next Steps

Task Force Meeting 29 May

Study Team perform analysis over Summer

2 or 3 Task Force Meetings in Fall